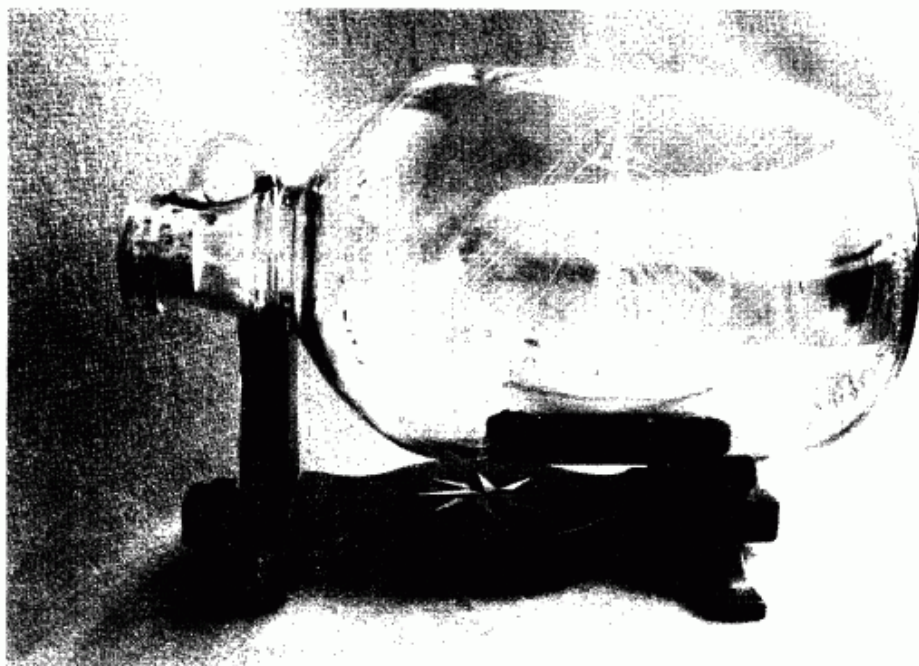


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JOURNAL OF THE SHIPS-IN-BOTTLES ASSOCIATION OF AMERICA



ABOVE AND COVER - Bone model of an English Cutter by Otto Palmen, Bamberg, West Germany

The Bottle Shipwright

Volume 5, Number 4

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The U.S.S. CONSTITUTION Museum Model Shipwright Guild will hold their annual juried show from February 8th to March 4th, 1988. Set up will be on Saturday, Feb. 6th, take down will be on Saturday, March 5th. Hours for set up and take down will be 10:00 AM to 2:00 PM. As in the past, there will be a \$3.00 registration fee per model. This show is open to non-members and does recognize ships-in-bottles. You are encouraged to exhibit and help represent this category. Last year it was just George Pinter, Jack Hinkley and your editor represented (pretty weak, all things considered). Modelers are responsible for delivery and pick up of their models. Note: There will be a catalog of this show so the registration deadline is January 22, 1988. Contact Ed Arini, 58A Gordon St., Somerville, MA 02144, for registration forms and information.



CONGRATULATIONS to l'ASSOCIATION BATEAUX EN BOUTEILLES, and ROSE DES VENTS, the journal of that association, celebrating their tenth anniversary. Founded in 1977 by MAX TRUCHI, who is still Honorary President, this association was the original inspiration for the creation of our own organization. If you can manage to read any French at all, ROSE DES VENTS is well worth your time. Their address, 21 La Chataigneraie, 95630 Meriel, Marseille, FRANCE. Milestones like this can't help but make you wonder what SIBAA will be at our tenth anniversary.

FROM THE PRESIDENT

History has been made. The first SIBAA Conference has come and gone and was truly a momentous occasion. About 35 members attended, some with their wives, coming from as far as California, Florida, Ontario and Michigan, and with them came some of the finest bottle ship work anyone could hope to see - exquisite, beautiful work. They brought their talent and freely shared this talent with anyone who asked for it. A letter to me after the Conference related, "... it was as if we had known each other for 25 years!", and it was. Finally, for me, there were faces now for the names I had corresponded with over the years. I learned the heart of our Association is the members, who are together so enthusiastic it is almost beyond belief. I wish those of you who couldn't make it to Boston could know the friendship that our members shared for these two days.

Alex, Saul, Steve and those who helped them deserve a great big "THANK YOU" for setting up a truly superior occasion from arranging for the meeting room at the Charleston (Boston) Navy Yard to the excellent dinner on Saturday night.

And finally, adding to the occasion, was the great lady herself,

OLD IRONSIDES, the U.S.S. CONSTITUTION, just outside our windows. Her fore t'gallant and fore top masts had been sent down, and her bowsprit was out for replacement, but she still stood proud and tall. On Friday evening, hearing sunset gun boom out and the bosun's pipes as the Admiral's pennant was lowered made my day. Yessir, our little ships were in great company. . .

And yes, there is already talk of another Conference in 1988!

Along with my welcome to all new members, I want to add my best wishes to all members for a happy holiday and New Year!

Jack



=====

EDITOR'S NOTES

Looking back over that weekend last month, there is much that made it special. Our speakers - Don Hubbard, Gil Charbonneau, George Pinter and Ralph Preston - are all superb ship in bottle modelers and presented a fascinating variety of ideas and experiences. The models brought in by the members created a remarkable exhibit of widely differing techniques. But most of all, the fellowship of the members there was impressive, and this was the essential part of the Conference's success. Bill Westervelt and Ray Handwerker have sent in photos from this event, and these, along with notes from the technical discussions, will form the body of a special issue early in the New Year.

Two additions to this issue come directly from this weekend. The first is Bill Westervelt's research notes, and the survey you will find enclosed in this issue. Again, no final answer to the origins of ships in bottles may ever come to light, but efforts like Bill's, here in the US, and those of Brian Coney, Bob deJongste and Friedo Flossner abroad, have shown there is still a considerable amount of information around, waiting to be assembled and focused on this question. Even without an answer, the process of looking is rewarding. If you have any bit of information to add, please complete the survey and return it to Bill.

Secondly, Frank's proposal for judging excellence in ships in bottles was the subject of much discussion on the second day of the Conference. Unfortunately, space does not allow for more than the excerpt included in this issue, so most of you will not see the substantial amount of research and work that went into this document. The section included only covers the material agreed on at that time. If you wish to know more of the background, I urge you to contact me or Frank for the complete proposal.

I would like to especially thank Don Hubbard for his contributions to this issue. His close contact to the Japanese Association brings us three fine articles in here. SIBAA will always benefit from the relationship with this dedicated organization, and we are fortunate to have Don regularly in touch with Juzo Okada.

Two articles that, wanting for space last time, were held over to this issue, are particular favorites of mine. These are Harold Whiting's and Bob Campbell's and both were simply written from their letters. Harold's shows with modest pride what persistence and ingenuity can accomplish. Bob's shows what inspiration can occur from a simple meeting with other bottle modelers. The meeting in Boston was an expanded version of that idea, and hopefully, we will see many new inspired ideas in the months ahead from the builders who were there. I know my own outlook on many techniques was radically changed in those few days and my own work can only benefit from it.

Now that the year is drawing to a close, I look forward to longer hours indoors whittling, painting and rigging. I hope your own prospects for the holidays are brighter with similar plans, and this coming festive season is one you will enjoy with good health, fortune and peace.

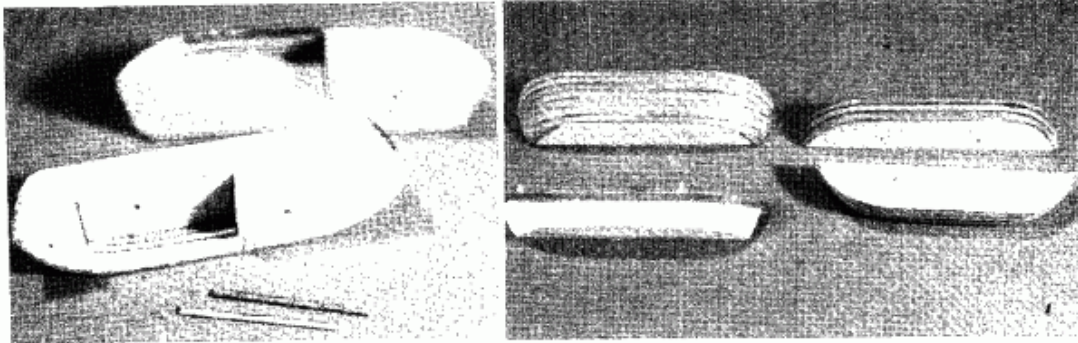
Good Bottling,

Alex

BUILDING THE CATALAN SHIP
by Juzo Okada
President of the Japanese Association

岡田重三

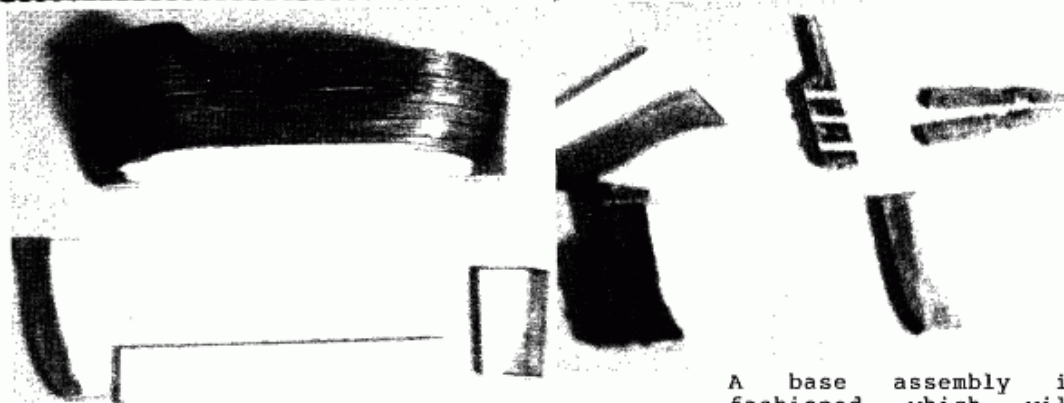
Members of the Japanese SIB Association have built a number of copies of the "Catalan Ship" (a carrack) which they usually mount in a small vertical whiskey bottle. Because the ship is relatively short with a broad beam and high freeboard, the basic hull is pieced together from four blocks of wood held together with pegs. The sawn blocks are cut to size and sanded smooth. Then dark stained planking, 2 mm wide, is attached to the sides to add realism.



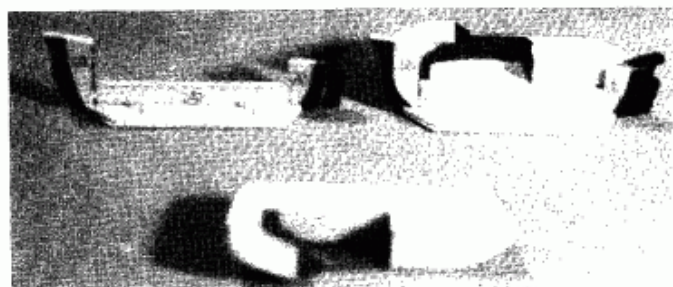
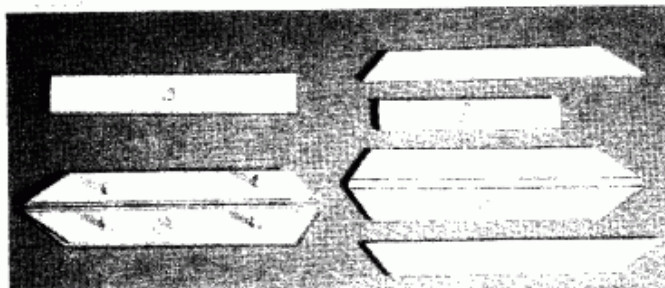
After the basic hull is constructed the forecastle is assembled, pegged in place and also planked.



With the forecastle completed the keel, stem and stern pieces are formed and fitted, and the rudder is attached.



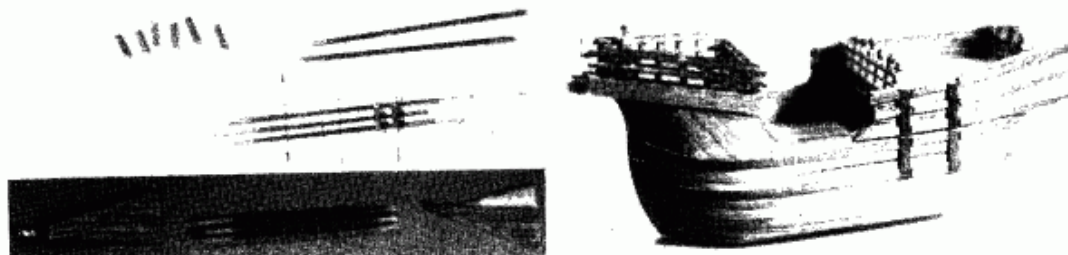
A base assembly is fashioned which will form the mount once the model is inside the bottle. The base has pegs to serve as anchors and assembly guides.



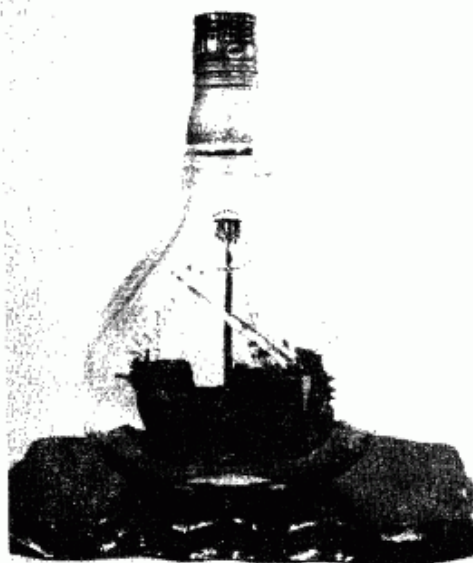
The aft deck is built up of a series of wood blocks, stanchions and bulwarks, which are also planked.



The remaining rails are fabricated and attached as needed. It is important that the various pieces be tested in the bottle neck as they are formed to be certain they will pass through the neck for the final internal assembly.



The last step in the building of the vessel is to assemble the mast, rigging and lateen sail. The stays for the mast are attached to the vessel and then run through holes at the mast top. The vessel is assembled in the bottle and the mast is then lowered into a predrilled hole, sliding down the stays until it rests in place. A drop of glue fixes the stays in the mast and the excess is then trimmed. As you can see from the accompanying photo, the result makes for an interesting and attractive model.



Sketch of a Catalan ship by Don Hubbard

ORIGINS OF SHIPS IN BOTTLES
Notes on research so far

Bill Westervelt
174 Green Haven Way
Hampstead, Maryland 21074

Jack Needham mentions in the preface of his book that ships in bottles probably started with the era of the clipper ship (1850-70), as the hull of the clipper lends itself to bottle construction. Armitage McCann appears to agree with Mr. Needham. In his article "How to Put a Ship in a Bottle" in Popular Science Home Workshop, he says, "although any kind of ship can be made, this work was in fashion among the clipper ship sailors."

Mr. Don Pearson, a SIB maker from Lakewood, Illinois, apparently has information about earlier origins. In an article in the Chicago Tribune, reprinted in the San Francisco Examiner, Jan. 7th, 1981, he claims, "the oldest example ever found was 180 years old," or about 1800. He also says some he had seen in Denmark were 150 years old. (Editor's query: Does anyone know Mr. Pearson or how to contact him? He is not on our membership.)

In an attempt to better date SIB beginnings, I've started with the bottle first. Bottles can be approximately dated from the known dates in the improvements in bottle manufacture. Among other distinguishing features, things to look for are:

Color, air bubbles and irregularities.
Mold marks on the bottle, and how high they are.
Type of lip on the bottle - sheared, applied or blown?
The base or bottom of the bottle, pontil marks or trade marks.

Natural glass is made of silica (sand or quartz), soda and lime. this has a colored tint to it, depending on the impurities in the sand, and results in amber or green glass. While steel melts at 2400oF, glass melts, or is molten, at 2700oF. This is a brief chronology of glass bottle manufacture:

1674: lead glass, clear, 25% red lead and very heavy.
1805: Reels and other objects in bottles, preceding SIBs.
1809-1880: Bottles distinguished by mold marks - many molds used,

over many dates.

1840: Clear glass bottles used for mineral water. Sheared lip

stopped. Demand stabilized by US glass industry.

1845-1870: Flared iron pontil, leaving red or reddish black scar.

1850: Snapcase holder developed - no longer leaves pontil scar.

1860: Free blown bottles no longer continued.

1870: Up to this date, almost all whiskey bottles were amber,

wine bottles green (to protect the wine).

1870-1880: Flared iron pontil, leaves white scar, firm date.

1880: Clear common bottles by demand. Whiskey bottles before

this date are very expensive - \$100 to \$1800!

1890 -1910: Inside screw caps.

1900: Applied lip up to this date.

1903: Owens bottle machine invented.
1920: [Owens machine] used world wide.
1933: US Law, "Federal Law prohibits the reuse or resale of this

bottle."

1964: Law repealed

To add to the confusion, some countries, such as Mexico, continued to use 19th century methods of bottle manufacture until today. Also, small glass makers could be very secretive about their methods. In these cases, dating can only be approximate, within about ten years of the true date of manufacture.

Among the 11 books I've referred to, Bottle Makers and Their Marks, by Julian Toulouse, is very useful. It goes back to 1825. I made a trip up to the Corning Glass Museum in Corning, NY. As might be expected, they have a very complete library on glass.

So far I've written to 84 maritime museums have 58 replies. I also have about 20 letters out to other modelers. Although information is often duplicated and inconclusive, there is great potential for an article just based on the stories that are out there. I have also come across a rare book on ships in bottles, by Conant Emmons. Because he published it himself, copies are very rare.

HELP OFFERED

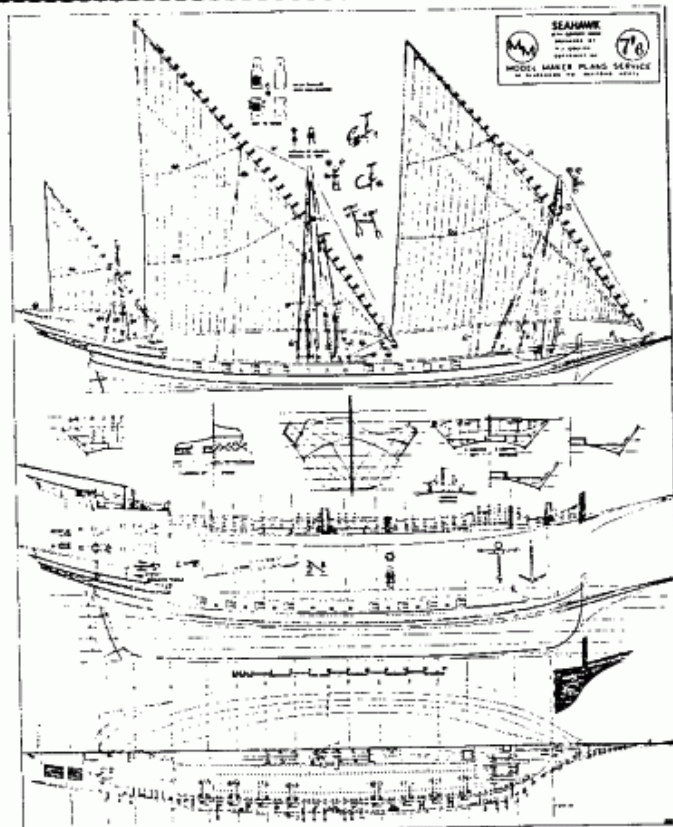
Fine Woods - For many of us, one of the most difficult tasks is finding materials. Many times I have admired models built with exotic woods and have wished I could get my hands on some boxwood, ebony or holly. In a recent letter from SIBAA member Bill Krell, he mentioned "The Lumber Yard" as a source of model shipbuilding wood. Bill uses Swiss Pear for his hulls and intends to experiment with others. He said he was very pleased with the product, price and service and would get a catalog sent to me. When the catalog arrived, I found exactly what I was looking for: small quantities of exotic woods, specially selected and cut for model shipbuilders. Dozens of exotic woods were listed, along with descriptions of color, grain, workability and applications for modeling. This is a must for anyone who works in wood, and a big thanks to Bill for letting us know about it. For their catalog, send a business size SASE to:

The Lumber Yard
6908 Stadium Dr.
Brecksville, Ohio, 44141

Steve Hahn, 252 Poskus St., Stoughton, MA 02072

Popping your cork - Occasionally a cork will get into a bottle we want to save. If you'll pour some ammonia into the bottle it will cause the ammonia to disintegrate in a few days time.

from Owen Widner, 3236 Old North Point Rd., Baltimore, MD 21222



On my last voyage I sent off for two catalogs for plank on frame models, thinking they might be good sources for details of various ships. I was not disappointed.

MODEL EXPO INC.
23 Just Rd.
Fairfield, NJ 07007
(\$3.00)
offers a lavish color catalog of some very beautiful models and is a good source for some tools and materials.

THE DROMEDARY
Ship Modeler's Center
6324 Belton Dr.
El Paso, Texas 79912
is a treasure trove of models, books, supplies tools and PLANS. A model of an 18th century corsair caught my eye as a project I would like to put in a bottle for myself. I sent off for a set of plans and was at the hair pulling stage of

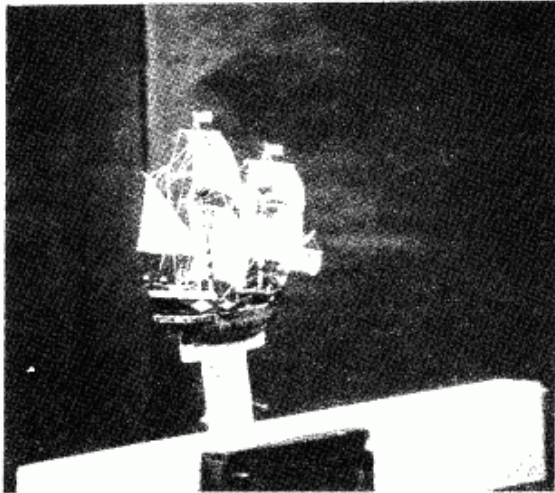
reducing it to a suitable scale when I noticed a small pamphlet enclosed. In addition to a history of the type of vessel, it gave building details and painting schemes. The pot of gold was a miniature drawing of the ship itself, which I am enclosing.

Allan B. Campbell, 1111 McIlhenny 23, Houston, TX 77002



Details and patches for the Ships-in-Bottles Association of America are available from JIM DAVISON, 1924 Wickham Ave., Royal Oak, Mich. 48073. Please send check or money order. Please make checks payable to James H. Davison. The 4" embroidered patches are \$3.00 each and the 3" decals with easy-peel backing are \$1.00 each, or 2 for \$2.00. Jim has also just developed a 3" metal badge with our emblem, available for \$4.00

A SPANISH GALLEON
Robert Campbell
Peterborough, NH



For some reason I delayed some three months in getting this note off to you. Perhaps the ten and a half feet of snow here in the "woods" had something to do with it.

After meeting with you and Ralph [Preston] in Boston*, I decided I had to improve my work and make ships for me, rather than the "slow buying" public. Ralph inspired me to attempt a 16th Century Spanish galleon, and I was convinced that I had to improve my detail and mast construction.

I thank you for that, and I'm still experimenting on those mast tops, but I wanted to share with you the results of

my first galleon. Hoping to use a bottle with a smaller neck, I split the hull, but missed by 2mm and was forced to use the Cranberry Liquor bottle (nice top, anyway). I was able to learn the secrets of the [Jack] Hinkley hinge and after many tests, made satisfactory ratlines by stripping and waxing single plys of three ply silk thread.

I thought you might be interested in seeing just what our meeting inspired and I added a couple of black and whites, at Paul Fischer's urging.



CDR Robert J. Campbell, USN-Ret
705 Greenfield Rd.
Peterborough, NH 03458

(603) 547-3560

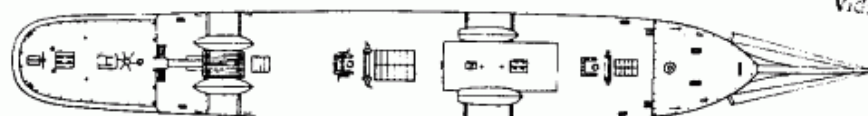
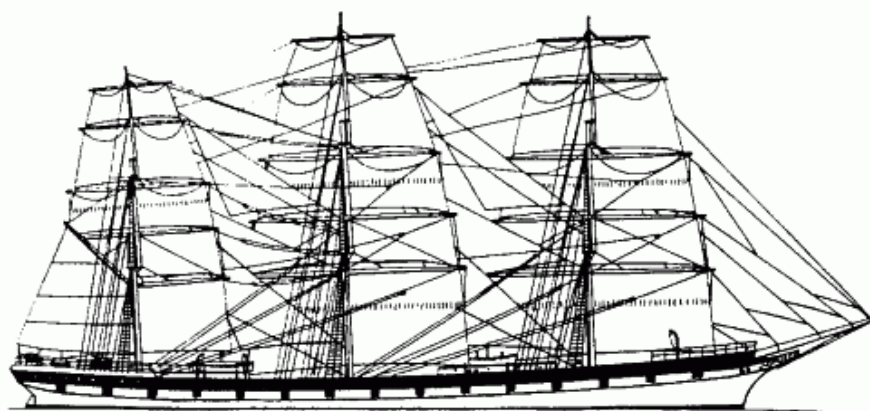


*Editor's Note - Bob and Paul Fischer met with Ralph and me at the Bostonian Society for a public demonstration in July of last year.

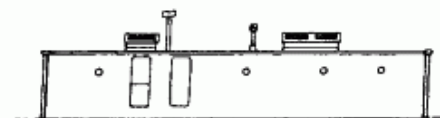
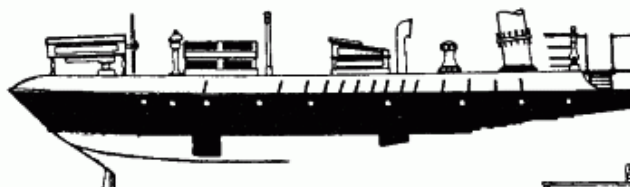
SHIP WAVERTREE
Plans by Vidar Lind
Vessel Background from THE BOTTLESHIP, 1987, No. 2
Models by Glenn Braun and C. L. Bradley

The WAVERTREE was built in Southampton in 1885 for R. W. Leyland & Co. of Liverpool.

Fullrigger WAVERTREE



Vidar Lund - 87

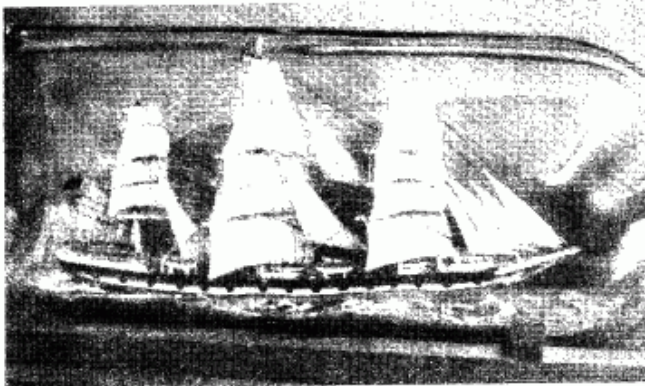


She traded worldwide until 1910 when, on her way to Chile with a load of coal, she was seriously damaged off Cape Horn and forced to return to Montevideo in distress. After her repairs there she tried to beat the gales off Cape Horn once more but was again badly damaged. Her mainmast went over the side and her deck was pierced. She managed to reach the Falkland Islands and safety.

This time the repairs were considered too costly and she was written off. She was sold to serve as a coal storage hulk in Punta Arenas in Chile and lay there for 37 years.

In 1948 she was towed to Buenos Aires to be scrapped, but there was bought by an Argentinian businessman who used her for a sand barge. She served in this unglamorous capacity for another 20 years. Then a new life began for her. She was acquired in 1968 by the South

Street Seaport Museum in New York and was later towed to that city to be restored and appear as one of the "stars" of the museum's harbor. Today the hull is restored and work is progressing with the rigging. WAVERTREE is one of the few genuine remaining Cape Horners. Therefore, she is particularly valuable to the people of today - and of the future.



Model by Glen Braun

Length: 279 ft.
Beam: 40 ft.
Depth: 24.4 ft.
Draught: 20.3 ft. loaded

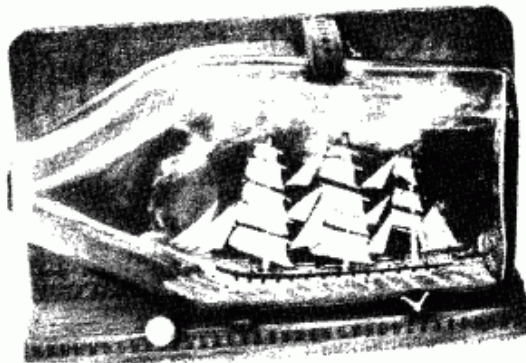
Gross tonnage: 2170
Net tonnage: 2117
Sail Area: 31,500 sq. ft.

Color Scheme:

Hull - Gray with black topsides, white around the poop. White sheerband with black "gunports". Red boot topping.

Deck furniture - Lifeboats, white. Deck house, white with green roof. Skylight and rudder trunk, varnished teak. Hatches, gray.

Rigging - White lower masts, doublings and bowsprit. All other spars, brown.



Model by C.L. Bradley

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PROPOSED STANDARDS FOR THE ESTABLISHMENT
OF NATIONAL JUDGING STANDARDS FOR
EXCELLENCE IN SHIP IN BOTTLE CONSTRUCTION
by Frank Skurka
Seaford, NY

Editor's Notes: The following is an excerpt from the full proposal presented by Frank Skurka at the Conference in Boston. This excerpt covers the material agreed upon at that time for adoption by SIBAA. Most conspicuously absent is any discussion of classifications (i.e. Beginner, Scratch Built, Sailing Vessels, Powered Vessels), which was dropped for two reasons. So far, there have been no juried exhibits large enough to make classification within a ship in bottle category at all practical. Secondly, no one wanted to adopt a classification system which might unfairly influence a modeler from building in his or her particular way. Classifications are usually the first things misinterpreted when standards incorrectly become rules for a "right" and a "wrong" way to build.

For a complete copy of Frank's proposal, which includes references and well researched background material, contact the editor or Frank at 2447 Aron Dr. N., Seaford, NY 11783. This is a controversial matter and I urge you to give it thought and share your ideas with the rest of us.

With the endorsement of these proposed standards, SIBAA will offer these as a reference to organizations looking to properly identify excellence in ships-in-bottles. The point system included here is a suggested means of fairly assessing the various criteria, but not a firm rule on the proportionate value each holds to each other.

CONTAINERS, SIZE & SCALE

It is understood the term "bottle" means any glass container (not plastic) having a narrow neck or mouth which is usually closed by a cork or cap. This includes flasks, wine and whiskey bottles and the like. For the purposes of these standards, "bottle" includes jugs, light bulbs, bottles with handles and similar bottles. Wide mouth jars are not included. The size of the model and container are left to the discretion of the builder. This includes scale. Larger models can be more difficult because more detail is required. By the same token, miniatures require another type of skill. However, most agree miniatures are more difficult. This is a matter for the judges to award factors for the larger/smaller models.

CRITERIA

Various organizations employ systems which utilize the weighted categories in their criteria for judging models. The only fair and equitable method is to employ a written guideline approach with a rating sheet or check sheet for scoring criteria

In the proposed criteria and classification system which follows, the weighted criteria have been thoroughly and carefully considered. Certain aspects are more important than others when evaluating different entries in various exhibits. The system has been made as balanced as possible, with an eye toward simplicity. Judging is

essentially personal opinion and such systems of criteria should be used as guides rather than "score cards" or "checklists". The proposed five criteria are:

Craftsmanship - 60 Points

It is hard to distinguish between craftsmanship and workmanship and for these criteria the words are considered synonymous. Obviously, less craftsmanship is required for a kit model or a semi-scratch built model than a scratch built one. What is expected here is a degree of performance or quality where artistic and creative skill is evidenced.

Degree of Difficulty - 40 Points

All things being equal, a pilot schooner in a gallon jug is easier to build than a full rigged ship in a 750 ml whiskey bottle. The same is true for a kit model versus a scratch built model. Scratch built and semi-scratch built offer almost the same difficulties. If considering models of the same size in the same type of bottle, then a nuclear submarine is less difficult to build than a stern wheeler river boat or a fully sailed whaling bark. A planked up New Bedford whale boat is more difficult to construct than a model of a slabsided skiff.

The size of the bottle is another factor to consider. The neck or mouth opening and the length of the neck compared to the barrel or body of the bottle also contributes to the difficulty aspect.

A model on a stand inside the bottle cannot compare with a model set in the "sea".

Plank on frame hulls, plank on block hulls and the like are obviously more difficult than a block or a solid hull and should be judged accordingly.

The above factors should be taken into account by the judges.

Scale Accuracy - 40 Points

Accuracy is important not only with regards to scale, but to the intrinsic and aesthetic values involved. Note that the historical accuracy is not considered because it is impossible to evaluate all models equally. Errors can always be picked out by a scrupulous modeler-historian who may be aware, for example, that at a particular time a certain vessel's bulwarks were painted white instead of buff - a point that may not be known to the judges. If an error is obviously blatant it cannot be ignored. If minor, or if there is doubt, it should be forgotten. The builder should be given the benefit of the doubt; he spent more time on the model than the judges.

Skill - 40 Points

The skill of the builder goes beyond "craftsmanship", which involves technical execution. Skill creates the effect; lack of skill destroys it. Skill indicates a competent technique which distinguishes the work above the ordinary.

Presentation (Overall Impression) - 20 Points

The bottled model should be presented in the best possible fashion. A plain, unadorned bottle without a stand can look just as good as a highly decorated bottle on a very elaborate stand. However, within this heading consideration is also given to the shape and condition of the sea, set of the yards or sails, background, figures,

flags, buoys and setting in diorama. The effect of the presentation is to depict a scene in a realistic and lifelike manner.

Within "overall impression" is the difficult to define "aesthetic" effect created by the model in it's setting. The piece - bottle, vessel and the internal and external factors create a work of art which in and of itself is unique in the combination of classic ship modeling within a distinct container. The "real thing" expressed through the builder's creative eye should always be taken into account and never forgotten by the builder, viewer or the judges.

PROPOSED
CRITERIA & CLASSIFICATION SHEET

Model: _____ Builder: _____
Scale: _____ Group: _____ Class: _____ Year Built: _____

Building Factors	Craftsman-ship	Degree of Difficulty	Scale Accuracy	Skill	Presentation	Total Points
Hull	60	40	40	40	20	200
Rigging, Mastings & Sails						
Deck & Deckware						
Fittings & Equipment						
Painting & Finishing						
Grand Total Points						2000

Special Considerations: _____

Notes & Comments: _____

Judge _____ Date _____

HAROLD WHITING'S WORKSHOP

(from letters to Robin Harris Freedman and the editor)

I have been really busy with the bottles. I made 4 tall ships and engraved on the bottles, "Statue of Liberty Birthday, the Tall Ships, 1886-1986". I got rid of all of them plus two tractors and one fire truck. I have a new store, the Poopdeck Gallery, in the mall near me. The lady is very nice and says they are all works of art, so she upped my prices from \$75.00 to \$85.00, which isn't bad.

Now about the piano. The organist at our church resigned to take a position as music director at another church, so they decided to give her a pot luck supper and program (Presbyterian, of course). The committee asked me if I couldn't put a piano in a bottle for her. I nearly flipped - I had never attempted such a thing. I took a few pictures of the piano, drew it out and scaled it down to the size of the bottle, a 4 liter Almaden wine bottle. I got \$75.00 from the committee. It was the last gift presented to the organist, and when she opened it, you should have heard the people. I had to stand up and acknowledge the applause.

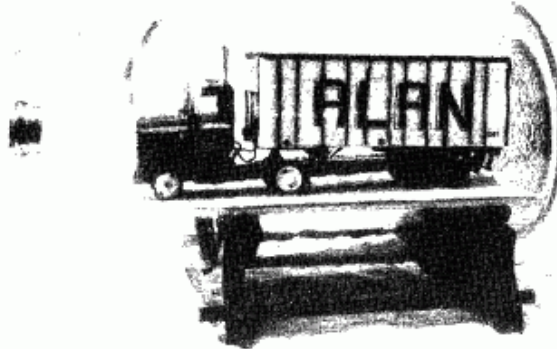


Making it was quite a job. I had to make the body of the piano from 3" balsa block to cut out the curved sides. This body was cut into 2 pieces to fit into the bottle and once inside, it had to be turned upside down to cement on the three legs, pedals and pedal support in the center. Then it had to be turned back over.

The keyboard is of 3/32" square keys, 5/8" long for the white ones and 3/8" long for the black ones. These were glued to a strip which was then placed on the front of the body of the piano. The stool was put together on top of the body and I had a real job of trying to flip it over in front of the piano. I really sweated it out. Every time I flipped it over it would fall the opposite way. I finally got it into place.

The top was in four sections, glued together, and was also a problem getting into place, but I got it. Again, it was quite a job. I made patterns so if I ever have to do it again, I'll really know how.

A fellow who came into the gift shop said he would like a full tractor trailer and he would bring in the bottle. To my surprise, this was a 5 gallon water jug. I thought, "This is a challenge".

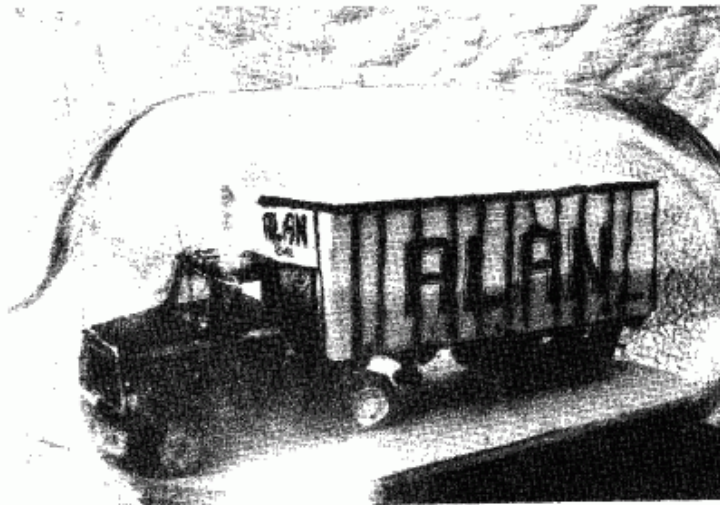


So I got busy and made a scale drawing from an excellent set of photographs. According to the size of the bottle, there was 14 and a half inches in diameter.

First I had to make the floor. Then I built the trailer, using long coat hanger wire to put it together. This was done in pieces for the top, sides, bottom and back. Then I attached the wheels, eight of

them, which are on a spring and axle. Next I built the tractor, a Ford. There are only dual wheels on this model, not tandem.

I took about three and a half weeks to complete this. I also finished two school buses in wine bottles for returning school bus drivers. I got \$150 for the pair.



Well, I don't want no more for a while. Maybe in the winter, when I've got a lot of time to do it. A lot of work, skill, patience, you name it.

FROM THE MEMBERS

Congratulations to PAUL STAUNTON, and his wife Kirsten, on the birth of their son Timothy, this past May.

Jack sends good news from our friend CHRIS NAIR in India, who has recently retired, and now is enjoying better health. He has not been able to return to SIB building yet, but hopes to as his recovery progresses. He appreciates the friendship and concern from those who have kept him in their thoughts over these months.

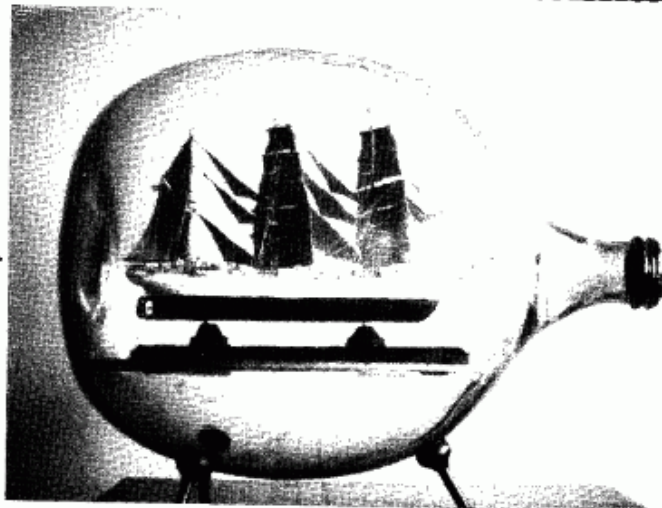
JOHN BURDEN, President of our fellow association in Europe, wrote earlier in the fall with sincere regrets for not being able to join us in Boston in October, but with assurance he would be with us in spirit. Similar kind notes came from MARCEL RAYNOR, BOB DEJONGSTE, FRIEDO FLOSSNER and WILLIAM CARLYLE (who graciously proposed New Zealand as our next meeting site). But John added he hoped to soon be at sea on an eight day passage on a square rigger, "...inspecting the hull sides from the rail...". For those of you who have not met John, Jack sent in this photo from a recent edition of Waterways World.



VIDAR LUND, former President of the Norwegian Association, also still gets to sea. He sent information on cruises in the North Sea and the Baltic on training ships SORLANDET (pictured here) and STATSRAAD LEHMKUHL. Open to all in reasonably good health, these cruises would clearly differ from the more comfortable and leisurely Caribbean and Mediterranean variety, but well worth the experience! For further information, contact the editor.

FRIEDO FLOSSNER writes that although he is finding less and less time to build, he has just finished a model of CUTTY SARK in a 0.7 liter bottle. Friedo has done some substantial research into early bottled objects from his native East Germany, and has assembled this information into a fine article, which was forwarded on by BOB DEJONGSTE. I am currently translating this for the first or second issue next year.

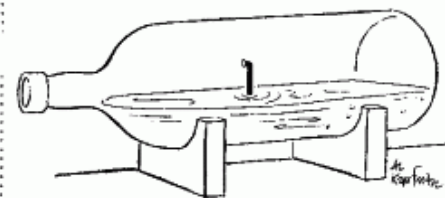
RALPH PRESTON sends the good news that re-construction of the EAGLE is progressing well, albeit slowly. He included this photo of the original work, and also sent a slide to BILL WESTERVELT, who is having a large blow up of it made to put on his wall for "inspiration". As mentioned in the last issue, this fine model was severely damaged by an elderly man who knocked it down at the US Coast Guard Academy Museum. The following cartoon, also sent in by Ralph, shows he has not lost his sense of humor.



"That, you might say, has been the story of Ralph's life."

Cartoon by Simpson

GEORGE PINTER, last your editor heard, was still actively looking for a large high quality bottle for his commission work, the model of a high speed yacht. He has also valiantly undertaken indexing all BOTTLE SHIPWRIGHT articles for future reference. As one of our Conference speakers, George delivered a well organized presentation on making excellent figures and details for bottle models, and hopes to put some of these ideas into articles for future issues.



NEWS FROM JAPAN
by Don Hubbard



The Japanese Ships-in-Bottles Association

Juzo Okada, the president of the Japanese SIB Association, sends along an update on a project to establish a Bottled Ship Museum in the City of Osaka. The master plan calls for the destruction of a portion of the warehouse areas along the waterfront to build a new yacht harbor, restaurant complex and park. There will be an aquarium in the park, and next to this, a building will be built which will contain the proposed ship-in-bottle museum. A space of approximately 350 square yards has been proposed for the museum, but this is not yet firmly established. Completion date has been forecast for 1990. To commemorate the event, a large International Bottleship Exposition has been planned. So get busy folks, and start building for the event!

From past experience, the Japanese do an impressive job when they conduct an exposition. All the models are compatibly arranged and positioned for easy viewing by the public. Hosts are on hand to answer questions and assist visitors. Attendance is always tremendous. The bottled ship receives a great deal more attention there than it does in North America and media coverage is extensive. One of the assets which the Japanese possess is the sponsorship they receive from major businesses. Another asset is Mr. Okada himself, who is and always has been a dynamic and enthusiastic leader. We wish them good fortune in this ambitious project and look forward to a successful 1990 inauguration of their museum.

WELCOME NEW MEMBERS

K. Wayne Arrowsmith, 1 Leewood Dr., Rothesay, N.B. E2G 1N1, CANADA
Howard B. Chapman, 218 Bayway Dr., Webster, NY 14580
Val J. Heckelmann, 5573 Sinclair St., West Linn, OR 97068
Daniel Mecca, 311 Pearl St., Michigan City, IN 46360
Model Shipyard, 131 West Esplanada Ave., North Vancouver, B.C. V7M 1A1,

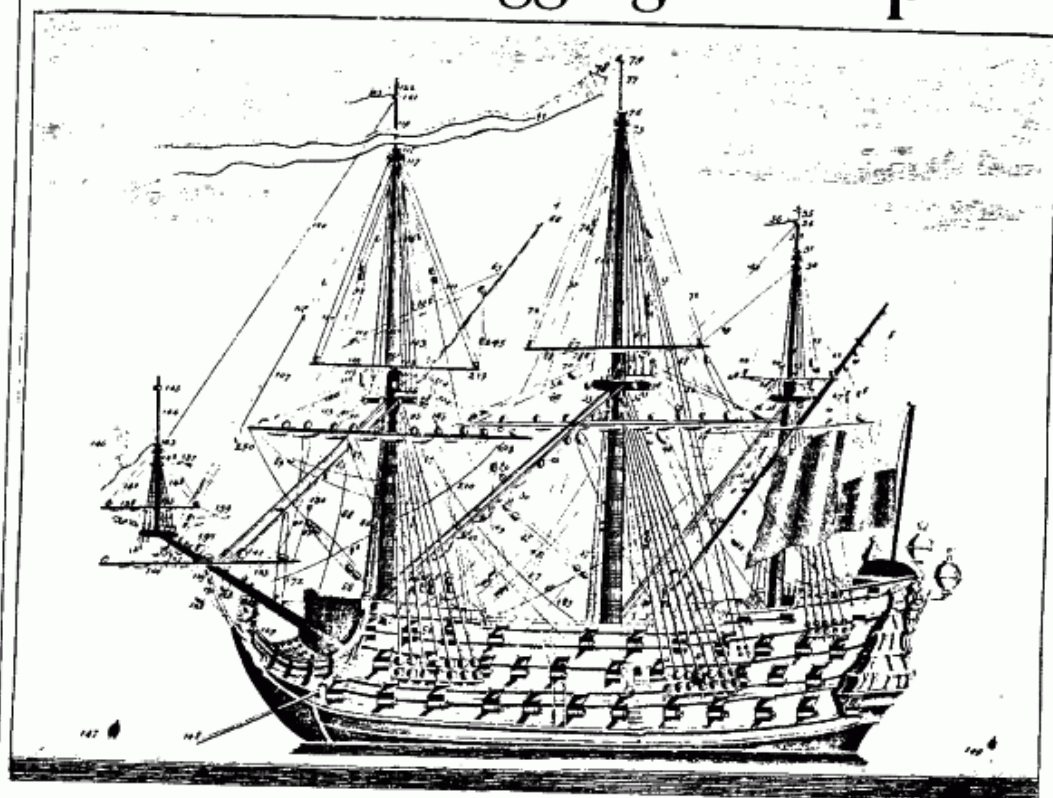
CANADA

Theodore Murphy, Jr., 44049 Yorkshire, Canton, Michigan 48187
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ADDRESS CHANGES

Alex Bellinger, 3 Dexter St., Newburyport, MA 01950
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Richard Thomas, 781 Century 21 Dr., Jacksonville, FL 32216
Robert C. Zink, 8009 Brender Canyon, Cashmere, WA 98815

Plate III: Rigging of a Ship



- | | | | | | |
|-------------------|----------------------|--------------------|----------------------|----------------------|---------------------|
| 1. termagant | 44. crap-hallyards | 87. bonk wratches | 130. sling-ludger | 173. bo'niggles | 216. curt-sprits |
| 2. grommel | 45. erud-claws | 88. passells | 131. ferbaloon | 174. bobaprouts | 217. whey-cabbets |
| 3. zuel | 46. slime-binkles | 89. post-sledges | 132. luncock | 175. bobapreils | 218. cleeks |
| 4. bowgalliet | 47. clog-newts | 90. shrove-crumps | 133. cluwheep | 176. bobaproucks | 219. ferricks |
| 5. felmet | 48. rig-bludgeron | 91. slabbers | 134. pierk | 177. slow-tunnocks | 220. cuzzle |
| 6. bo'sle | 49. flacks | 92. blubber-nudges | 135. catekleg | 178. stockles | 221. critters |
| 7. junny | 50. bunnage | 93. sluke-baskets | 136. thort-locks | 179. bolt-nudgers | 222. glove-butche |
| 8. leewark | 51. burled wivvens | 94. spung-clats | 137. rusp | 180. bolt-nibbocks | 223. spamsail |
| 9. clowapoot | 52. sturks | 95. shugnabbles | 138. pestall | 181. bolt-fettricks | 224. spittlesails |
| 10. fraca'sle | 53. fusket | 96. gore-grommets | 139. t'a gubbons | 182. mashies | 225. lunnocks |
| 11. casawallow | 54. fir | 97. fewmets | 140. misperi | 183. nibbicks | 226. cock-smoots |
| 12. plicud | 55. guff-whack | 98. flummocks | 141. clomatch | 184. spoon-smuggles | 227. turn-gammets |
| 13. claspwren | 56. spit-shoes | 99. plumb-jamba | 142. gorwets | 185. slip-shucks | 228. slugsails |
| 14. friller | 57. carp-nibbels | 100. cudge-stoppel | 143. t'a fannels | 186. slug-muzzets | 229. slursails |
| 15. clowgasp | 58. midge | 101. slap-guckets | 144. slubbers | 187. slewa-wreits | 230. lervard |
| 16. fo'mizzle | 59. fennel | 102. tucknetties | 145. lood zang | 188. bulk-anudgers | 231. shuckiestays |
| 17. carbinge | 60. holy-touts | 103. wart-knocks | 146. t'a jenkins | 189. brack-linnidges | 232. clogspits |
| 18. stowcassat | 61. lawer-boot | 104. truckles | 147. lack-lusters | 190. barn-bollocks | 233. pumants |
| 19. clescep | 62. causi-holes | 105. tubbles | 148. brindel | 191. stun-ballacks | 234. lopalts |
| 20. nuggel | 63. spackling | 106. rowe-shrews | 149. slag | 192. grimbles | 235. grabbels |
| 21. worrast | 64. jeckles | 107. mote-barkles | 150. do-moughts | 193. stoats | 236. whelps |
| 22. blizzen | 65. larp-wedges | 108. cloemidret | 151. whinkel | 194. bowser-bers | 237. micing-stays |
| 23. cleatnet | 66. trell | 109. fraspook | 152. sludge-barracks | 195. blusters | 238. fad-whelms |
| 24. nibbles | 67. clud-hutchees | 110. clemet | 153. brooch-stammers | 196. bruch-elews | 239. arm-shucks |
| 25. bush-wiggling | 68. jut-nuzzles | 111. fowheel | 154. stalyards | 197. backchats | 240. puzzle-shrouds |
| 26. bituck | 69. cunk-whorl | 112. dispad | 155. stoats | 198. gidgets | 241. muflocks |
| 27. buskle | 70. gulbers | 113. cutch | 156. trimble-wallows | 199. strackles | 242. spurnasheets |
| 28. brabboard | 71. suit-wheeps | 114. caspall | 157. foulpeak | 200. punklines | 243. starlets |
| 29. drub-flukes | 72. blizzen | 115. muzzetich | 158. foot nutchies | 201. quoits | 244. curd-straps |
| 30. caspick | 73. offal-tudges | 116. brumship | 159. boosiers | 202. trivets | 245. slathersheets |
| 31. cornidge | 74. slop-deck | 117. nickspangs | 160. fork-stays | 203. furi-bellies | 246. weevils |
| 32. cheese-haul | 75. pluckies | 118. corwhorts | 161. captrim | 204. spudsail | 247. cat-cumbers |
| 33. casknuck | 76. lazzards | 119. whelke | 162. cupstall | 205. feg-blocks | 248. ben-muffles |
| 34. chisel-nits | 77. pegnets | 120. whunts | 163. cupstark | 206. creed-block | 249. strabbles |
| 35. freits | 78. brackles | 121. bungspits | 164. backens | 207. smud-block | 250. stuffs |
| 36. cusknaps | 79. ruck-globets | 122. sports | 165. bergoola | 208. spunker-beam | 251. chockles |
| 37. claut-snell | 80. rut-plucks | 123. slinglets | 166. fore-butts | 209. jig-a'-boom | 252. clefts |
| 38. cleep-stura | 81. sharves | 124. quells | 167. wickets | 210. bug-neaps | 253. slumgudreons |
| 39. clap-slumbers | 82. rox-wattles | 125. forstpin | 168. berks | 211. skunkles | 254. cockles |
| 40. divots | 83. budlocks | 126. loorstpin | 169. begums | 212. snitch-block | 255. cudge-muffins |
| 41. chaffle-stays | 84. cursides | 127. backslun | 170. bunnocks | 213. truckle-block | 256. flag-narts |
| 42. crabbooks | 85. cab-wardgers | 128. turnwhelk | 171. bunnickle-stays | 214. slopsail | |
| 43. clog-hauls | 86. clabber-wratches | 129. fuckle | 172. bennicks | 215. top-galluck | |

From National Lampoon's Encyclopedia of Life, 1973

BATTLESHIP POSTAGE STAMPS

Don Hubbard just received a letter from the Battleship NEW JERSEY Historical Museum Society asking for our support in their efforts to have a block of stamps created. These are to honor the four IOWA Class battleships: the IOWA, NEW JERSEY, MISSOURI and WISCONSIN. If you would like to support this effort (and we recommend it) please write to the Citizen's Stamp Advisory Committee of the Postal Service, and urge them to seriously consider the proposal. The stamps would go on sale in November 1988, if possible, to coincide with the recommissioning of the WISCONSIN, the last of the four to be refurbished and reactivated. To add your endorsement, write to:

Citizen's Stamp Advisory Committee
United States Postal Service
475 L'Enfant Plaza, SW Room 5800
Washington, DC 20260-6352



■ BATTLESHIP NEW JERSEY HISTORICAL MUSEUM SOCIETY ■

===== JAPAN'S LARGEST BOTTLED SHIP =====

As proof that a good reputation and publicity pay off, the Japanese Shipowner's Association recently contacted Juzo Okada and requested a model of the KASHIMASON MARU, a 200,000 ton tanker, in a specially made large bottle. The bottle's dimensions were 104 cm by 30 cm in diameter (41.6" X 12"), with a 9 cm (3.6") opening. The model Juzo made was built on a scale of 1:1832, and for comparison, he also built a model of the Japanese sail training ship, NIPPON MARU, at the same scale, sailing alongside. He admits the large opening made the work technically easy, although both the scale and the type of vessel were new to him. The completed work is now on display in Tokyo on the Ginza, along with another model in the same size bottle. This model was built by another member of the Japanese Association. In



return for his work, the Shipowner's Association presented Juzo with another bottle of the same dimensions, valued at \$2000.00. He has also made friends with the bottle's maker who has promised him a bottle equal to the largest in the world if they can find a willing sponsor. Our congratulations to both Juzo and his unnamed friend for their large contributions to our art.